

Harwich Port Health Authority

MEMBERS AND OFFICIALS OF THE JOINT BOARD AT 31st DECEMBER, 1949

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Clerk and Solicitor : H. H. V. CARTER, B.A.

Office : 42, Church Street, Harwich (Telephone : Harwich 666/7)

Medical Officer and Inspector of Aliens :

J. ROLAND HETHERINGTON, L.R.C.P. and S.E., L.R.F.P.
and S.G., D.P.H.

Office : Health Department, Main Road, Dovercourt.

(Telephone: Harwich 506. Telegrams: Portelth, Harwich).

Deputy Ditto : KIERAN PHELAN, M.B., Ch.B.

Chief Port Health and Food Inspector : E. K. LOMAS, R.S.I.

Port Health and Food Inspectors : N. PEACOCK, R.S.I.

A. H. MARSHALL, R.S.I.

Office : Parkeston Quay, Harwich (Telephone: Harwich 656).

Attendants : Mrs. M. A. LING and Mrs. E. V. CULLINGFORD.

Harwich Port Health Authority

Harwich, March, 1950.

To the Chairman and Members of the Port Health Authority.

Dear Mr. Chairman and Gentlemen,

I have the honour to submit my Annual Report for the year 1949. Ministry of Health Circular 104/49, dated 15th November, 1949, directs that the Authority will instruct their Medical Officer of Health to prepare his Annual Report for 1949 on the lines indicated in Memorandum 302/S.A.

JURISDICTION, POWERS, ETC.

The work of the Harwich Port Health Authority is carried out under the following Acts of Parliament and Statutory Rules and Orders.

1. Constitution and jurisdiction of the Authority.

A provisional order of the 7th May, 1881, was followed by a permanent order on the 30th June, 1889. These were "orders for permanently constituting a Sanitary Authority," in the area now covered by the Harwich Port Health Authority the boundaries of which have been stated in previous reports. These orders were made under Section 287 of the Public Health Act, 1875, as amended by Section 3 of the Public Health (Ships, etc.) Act 1885; these provisions are now incorporated in Section 2 of the Public Health Act, 1936.

2. Powers

These are defined in the Public Health Act, 1936, Sections 2 to 10. Provisions as to Medical Officer of Health and Sanitary Inspectors are set out in the first Schedule of this Act.

3. Duties

These include :

- (a) The Prevention of the Importation of Infectious Disease.
- (b) The Prevention of Importation of Rat Plague.
- (c) The carrying out of the Provisions of the Port Health Regulations, 1933 and 1945.

These Regulations embody the provisions of the International Sanitary Convention, 1926.

- (d) The supervision of the hygiene of crew and passenger accommodation in ships.
- (e) The inspection of imported food.

The principal regulations under which these duties are carried out are the Public Health Imported Milk Regulations, 1926, and the Public Health Imported Food Regulations, 1937.

- (f) The Prevention of the Importation of Parrots (Parrots (Prohibition of Imports) Regulations, 1930).

4. Aliens (Aliens' Order, 1920)

The Home Office is responsible for the exclusion of any Alien from this Country; the Ministry of Health is responsible for the appointment of Medical Inspectors of Aliens at each approved Port. **The entire cost of such is borne by the Ministry.**

ACCOMMODATION FOR VESSELS

PARKESTON QUAY

The chief accommodation for vessels is at Parkeston Quay.

This is situated a little over a mile from the mouth of the River.

It is 4,400 feet in length, and can receive eleven boats of an average length of 400 feet. At High Tide it can berth ships drawing a draught of 26 feet of water.

H.M. Navy occupy a small portion of the Quay and the remainder is used by the Railway Executive, who offer facilities for berthing of vessels belonging to the Ministry of Transport used in connection with B.A.O.R. Traffic.

British Railways, the United Shipping Company, and Zeeland Shipping Company disembark their passengers and discharge their cargo at this Quay.

MISTLEY QUAY

This is a small Quay about 10 miles up the River Stour from Harwich. It can give berth to vessels up to 150 feet in length and 12 feet in draught. The Quay is mainly used by sprit barges carrying cargo for the use of Messrs. Brooks (Mistley) Ltd., and Messrs. Free Rodwell's Malting works situated near the Quay.

FELIXSTOWE DOCK

This is a small tidal Dock situated on the east side of the entrance to the harbour. This is at present used only by small coasters and barges carrying wheat to Messrs. Marriage's Flour Mills.

CONTINENTAL PIER HARWICH

This is situated at the entrance to the River Stour, and gives accommodation to vessels of 18 feet draught of water. There is also a small pier—the property of the British Railways, used by steam and motor boats engaged in passenger service between Harwich, Felixstowe and Shotley. The local shrimping and fishing boats are also based at Harwich, and a small Quay at the Gas Works is used by vessels carrying coal.

TRAIN FERRY

The Train Ferry boats have their own specially constructed pier, which lies to the West of the Harwich Pier.

ACCOMMODATION FOR AIRCRAFT

Accommodation for Aircraft and Seaplanes is available at the R.A.F. Air Station at Felixstowe. When weather conditions make landings at London Airport impossible, aircraft are liable to be diverted to Felixstowe and the Immigration formalities including medical inspection and examination are carried out by the Harwich Staff.

TRADE OF THE PORT

The total tonnage, including Ministry of Transport traffic entering the Port during 1949 was 3,148,944 ; the total number of vessels entering the Port was 2,085, being 59 less than the previous year.

The Trade of the Port consists of General cargo of all kinds, and includes a large quantity of food-stuffs.

TRAFFIC OF THE PORT (Passenger)

The amount of passenger traffic during the past four years is given below :

<i>Number of Passengers</i>		<i>Inward</i>	<i>Outward</i>	<i>Total</i>
1946	.. ..	98,288	105,092	203,380
1947	.. ..	214,269	192,184	406,453
1948	.. ..	264,783	216,961	481,744
1949	.. ..	240,336	221,331	461,667

The decrease of 24,447, compared with 1948 in the number of inward passengers is more than accounted for by a reduction of 33,949 in the European Voluntary Workers traffic.

MEDICAL INSPECTION OF ALIENS

The Aliens' Order of 1920 requires that all Alien passengers arriving at the Port be subjected to a medical inspection. As far as is possible this is carried out before the Aliens are interviewed by the Immigration Officers. In addition, those Aliens who intend to take up employment in this country, or who propose to reside here are required to undergo a more detailed medical examination, as also are those who appear to the Immigration Officer not to be robust in health. Such detailed medical examination is carried out in a room set apart for the medical inspector's use, but the general layout is most unsatisfactory, and the attention of the appropriate authorities has been repeatedly drawn to this fact.

Passengers who arrive on the Day Continental Service from the Hook of Holland are similarly inspected (and examined where this is required) at Parkeston Quay West. The facilities here, are more satisfactory.

During the year, the number of ships carrying Aliens arriving at the Port of Harwich, was 1,438 compared with 1,210 during the previous year.

The total number of Aliens arriving at the Port was—105,268. Of this number 178 were refused leave to land by the Immigration Officer.

The number of Aliens who were given a detailed examination was 8,030 in the following classes :

1. Ministry of Labour permits	6,846
2. Intending to take up employment and remain in the country over 3 months	707
3. Intending to make their home in this country .	127
4. Students coming for Educational purposes ..	78
5. In regard to whom there is any mention of health as a reason for their visit	7
6. Who appear to the Immigration Officer :	
(a) Not to be in robust health	15
(b) To be mentally or physically abnormal or sub-normal	2
(c) To be dirty in their person	—
(d) To need examining for other reasons .	244
7. Seamen travelling as passengers	4
Total ..	8,030

It was found necessary on medical grounds to refuse two Aliens permission to land, and in one other case a certificate was issued.

Corresponding figures for previous years are :

<i>Year</i>	<i>Aliens landed</i>	<i>Examined</i>	<i>%</i>
1935 ..	80,639	2,031	2.5
1936 ..	91,406	2,790	3
1937 ..	97,990	2,952	3
1938 ..	103,631	6,099	5.8
1939 ..	87,030 (9 months)	24,221	26.0
1945 ..	3,880 (2 months)	2,185	56
1946 ..	51,203	5,503	10.7
1947 ..	94,577	6,047	6.3
1948 ..	132,139	6,963	4.4
1949 ..	105,090	8,030	7.6

It is of interest to note the high proportion of Aliens landing who were submitted to medical examination.

In carrying out the detailed examinations, the Medical Inspectors were ably assisted by the two Female Attendants.

During the year parties of European Voluntary Workers arrived at the port, the numbers being :—

Men	699
Women	7,750

Although these were all submitted to medical examination before leaving Germany, it was frequently found necessary for the Medical Inspectors to be present at disembarkation.

In the latter part of the year the services of a special steamer was discontinued, Workers being conveyed on the normal night service.

PILOTAGE

All ships entering the port are required to do so in charge of a British Pilot, unless exempt under the Pilotage By-Laws.

DECLARATION OF HEALTH

The Port Health Regulations 1933 and 1945 (Article 13) require that "The master of a foreign going ship arriving direct from a foreign port shall complete and sign a declaration of health." Ships however arriving from any foreign port situated between the River Elbe and the Port of Brest may enter the Port of Harwich without producing a declaration of health, but all other ships from foreign ports are required to furnish this declaration.

The declaration forms are supplied to the masters of ships regularly running into Harwich by the Port Health Inspector. In the case of other vessels the forms are supplied to the master through the kindly co-operation of the elder Brethren of Trinity House and of the Customs Officers.

The signed declaration of health is handed to either the Customs Officer or the Officer of the Port Health Authority, whichever first boards the ship. If the declaration is satisfactory it is retained by the Port Health Inspector. If, however, the answer to any of the questions in the declaration is "yes" free pratique is not granted by H.M. Customs until the vessel has been visited by the Port Medical Officer.

Article 14 (2) of the above regulation states that "A ship arriving from a foreign port may be detained for medical examination."

The Port Medical Officer is thus enabled to follow up information regarding the incidence of Infectious Disease in foreign ports (as issued in the Weekly Record of Convention Diseases at Ports and other Localities at Home and Abroad).

QUARANTINE STATION

The Quarantine Station is bounded on the north by a line drawn from Fagborough Cliff to the Continental Pier, Harwich, and on the south by a line drawn from Martello Tower to the Coastguard Station, Harwich.

IMPORTATION OF INFECTIOUS DISEASE

The majority of the ships which enter the Port convey passengers from Belgium, Germany, Holland and Scandinavia, and consideration has, therefore, to be given to the risk of the importation of infectious disease from these countries. During 1949 no cases of infectious disease were notified. One case of chickenpox and two cases of suspected pulmonary tuberculosis were reported from ships crews.

HOSPITAL FACILITIES

Under the National Health Service Act, 1946, patients suffering from infectious disease are admitted to the Isolation Hospital, at either Colchester or Ipswich.

Persons suffering from non-infectious diseases may be accommodated at the Harwich and District Cottage Hospital or at Colchester.

WIRELESS MESSAGES

Arrangements are in force for the reception of wireless messages from ships at sea. This ensures that when a message is despatched from a ship in the vicinity of Harwich, medical aid and ambulance facilities are readily available.

MEDICAL INSPECTION OF VESSELS

Regular inspections have been carried out on all vessels entering the Port. Details are given on a later page.

CLEANSING STATION

The Port Health Authority have an agreement with the Council of the Borough of Harwich, whereby they may have the use of their Cleansing Station for dealing with verminous persons and their belongings. This Cleansing Station has two rooms and a bathroom and there is a Thresh Disinfector in good working order.

Accommodation for sleeping at the Cleansing Station can be provided if required. It is within easy distance of the Quay. During the year it has not been necessary to cleanse or disinfect any person.

VENEREAL DISEASES

There is a V.D. Clinic at the Harwich Borough's Health Department, which is under the care of the Port Medical Officer. A satisfactory contact is thus maintained with the members of the crews using the Port and arrangements are made whereby members of the Mercantile Marine are dealt with at any convenient times at the Clinic (apart from the regular sessions thereof).

PSITTACOSIS

The Parrots (Prohibitions of Imports) Regulations, 1930, are still in force.

During the year 6 budgerigars were landed at the Port in contravention of the regulations. The birds were surrendered to the Port Health Authority and destroyed.

The cordial relations between the Customs Department, the Immigration Department, the British Railways, the United Shipping Co., and the Zeeland Shipping Co., have been maintained. A satisfactory liaison has also been established with the Ministry of War Transport Officials controlling the B.A.O.R. Troopship Service. Without such relationship it would be impossible for the work of the Port to be carried out in an efficient manner.

In presenting this report, it gives me much pleasure to express my appreciation of the work carried out by the various members of the staff.

I have the honour to be Mr. Chairman,

Your obedient Servant,

J. ROLAND HETHERINGTON,
Port Medical Officer.

Report of the Chief Sanitary and Food Inspector

To the Chairman and Members of Harwich Port Health Authority.
Mr. Chairman and Gentlemen,

I have the honour to present the Annual Report of the work of the Department for the year 1949.

The Port is mainly used for the Continental and Danish Services, for which the vessels berth at Parkeston Quay.

The following Services were in operation during the year :—
Hook of Holland (Passenger and Cargo)

Daily and Nightly Service. Vessels arrive approximately 6 a.m. and 6 p.m.

Esbjerg (Passenger and Cargo)

This Service varies from 6 Arrivals per week in the Summer to 2 and 3 per week in the Winter. Extra Cargo Boats are run on this Service when necessary.

Antwerp (Passenger and Cargo)

Thrice weekly Service, vessels arriving at 6 a.m.

Zeebrugge (Cargo and Passenger Train Ferry)

Daily Service, vessels arriving approximately 8 p.m.

Rotterdam (Cargo only)

Twice weekly Service, vessels arriving at 6 a.m.

B.A.O.R. Troopships

The Ministry of Transport has four vessels at the Port, which are used for Troop Carrying, on a Nightly Service to Hook of Holland. Vessels arrive at 6 a.m.

PORT SANITARY ADMINISTRATION

All vessels arriving at the Port from Foreign Ports have been inspected. The regular vessels at the Port are inspected at least twice per month, and more often if necessary.

Many of the vessels on the Continental and Danish Services are of post-war construction, with 2—4 berth cabins, midships or aft, for the crews, separate mess-rooms, drying-rooms for wet clothing, and well laid out sanitary and ablution accommodation. It was generally found that Crews appreciated these improved conditions, and endeavoured to maintain their quarters in clean condition.

The Coastal Vessels arriving at the Port mainly consisted of Sailing and Motor Barges carrying grain to Felixstowe Dock and Mistley. These vessels were generally found to be maintained in clean and satisfactory condition.

276 vessels have been inspected during the year. Defects were found on 43 vessels, and were rectified on 42 vessels. The defects were of a minor character, and were generally rectified on being brought to the attention of the proper authority. Verminous quarters or galleys were found on 25 vessels. This was mainly cockroach infestation and it was found that the most successful method of dealing with this type of infestation was by application of Gammexane Dust Insecticide.

In addition to the above, frequent inspections have been carried out on Ministry of Transport Troopships, Harbour Craft, Tugs, etc.

It was not found necessary to issue any Statutory Notices during the year.

British Railways have their own Disinfestation Department, and the services of this Department can be called for their vessels, when necessary.

The Port Health Authority has an agreement with Harwich Borough Council for the use of their Steam Disinfector when necessary. This was used four times during the year.

Table 'A' shows the amount and details of the Shipping entering the Port during the year, and Table 'J' shows Classification of Nuisances found on vessels. A summary of Nuisances and Defects dealt with on vessels is shown as Appendix I.

WATER SUPPLY

The water for shipping and the Port is supplied by the Tendring Hundred Waterworks Co.

Supervision was exercised over cleanliness and protection from contamination of hydrants and supply hoses.

One water sample was taken from a hydrant on Parkston Quay, during the year, and forwarded for bacteriological examination. The Analyst's report was:—

“ Plate Count Yeastral agar 3 days R.T.° aerobically	160 per ml.
Plate Count Yeastral agar 2 days 37°C. aerobically	26 per ml.
Probable number of coliform bacilli, MacConkey 2 days, 37°C.	0 per 100 ml.
Bacteriological Findings Satisfactory.”	

The only Water Boats at the Port are those used for Supplying vessels of the Reserve Fleet. These are under Naval control.

RODENT CONTROL AND MEASURES

Vessels entering the Port were constantly under the supervision of the Port Health Authority Officers, and were found to be remarkably free from rat infestation. This was mainly accounted for by the state of cleanliness of the vessels, short length of crossing, and class of cargo carried. No vessels entered the Port from Infected or Suspected Ports.

Harwich was made an Approved Port for the issue of Deratisation and Deratisation Exemption Certificates under the International Sanitary Convention of 1926, on the 29th March, 1949. Before the Ministry of Health would recognise Harwich as an Approved Port they requested that the Chief Port Health Inspector should visit one of the large Ports to see ship fumigation carried out. In January, I spent 2 weeks with the Officers of the Port of London Health Authority, seeing this work carried out, and also other branches of Port Health Administration. I found this a very interesting and instructive visit, and would like to express my thanks and appreciation to Dr. Morgan, the Port Medical Officer and to the various Officers of the Port of London Health Authority.

18 vessels applied for Certificates during the year. These were found to be free from rat infestation, and Exemption Certificates were issued in each case. Particulars of Certificates issued are shown in Table ‘H’.

An application was received from Brightlingsea for the issue of Deratisation Certificates in respect of two small ex-Naval vessels converted for the Whaling industry and proceeding to the Falkland Islands. This Port was visited, the vessels inspected, and Exemption Certificates issued.

The sum of £30 9s. 0d. was collected by the Port Health Authority for the inspection of vessels and the issue of Certificates, at the scale of fees for this service fixed by the Ministry of Health.

At the request of the Naval Authorities, a Boom Defence Vessel lying in the river was fumigated with sulphur and treated with Gammexane for rat and cockroach infestation. A vessel owned by the Trinity House Authorities was also fumigated with sulphur for rat infestation.

Rodent Operators of the Railway Executive visited the Port four times during the year and carried out poisoning campaigns against rats in warehouses, quays, etc. From the results of these campaigns it was evident there was no serious infestations in these areas.

No rats were sent for examination for Plague during the year.

Rats destroyed during the year on vessels are shown in Table 'E'. Those destroyed during the year in Docks, Warehouses, etc., are shown in Table 'F'.

COLORADO BEETLE

One Colorado Beetle was found on a vessel arriving from Belgium in June. This was forwarded to the Ministry of Agriculture and Fisheries Plant Pathology Laboratory at Harpenden, and a thorough examination carried out on vessel and cargo for further specimens. Officers and Crews of vessels trading to the Continent were requested to keep watch for beetles on their vessels, and Dock Workers to watch the cargoes.

No further specimens were found during the year.

FOOD INSPECTION

A summary of the Foodstuffs imported through the Port during the year is shown in Appendix II.

There was a considerable increase in the amount of sea-fish imported from Holland. This was landed in very good condition and was prime quality fish. 72,968 cases were landed in 1949, compared with 30,865 in 1948. There was a decrease in the amount of Danish fish imported during the year, but seems the main reason for this was the quick turn round of vessels during the daily Summer sailings—about 6 hours necessitated limitation of cargoes. A conveyor system of fish discharge through the side of the vessels was introduced on the Danish vessels during the year, and this system, in addition to speeding up the discharge also seemed to prevent damage to the cases.

During August, it was found that many consignments of Italian and Dutch Pears were contaminated with arsenic and metals as a result of having been sprayed with lead arsenate. 3 samples were forwarded for analysis of the contamination, and results showed the pears to be contaminated with Arsenic up to 1.8 p.p.m., Lead up to 7.6 p.p.m., and Copper up to 4.8 p.p.m. The Analyst recommended that consignments should be washed before marketing. All affected consignments were detained until undertakings were received from the Importers that this would be carried out. Public Health Authorities of the Districts to which the Pears were consigned were notified. The Food Hygiene Division of the Ministry of Food were kept informed of the position. After 3 or 4 weeks, arrangements were made between the importers and exporters for the washing of the fruit in country of origin, before packing.

Arrangements were made during the year, with the Public Health Laboratory Service, Ipswich, for the carrying out of Bacteriological Examination of Foodstuffs and Drinking Water. These examinations are carried out free of charge to the Port Health Authority.

The Food and Drugs (Whalemeat) Regulations came into operation on the 20th March, 1949, under which, no whalemeat or whalemeat product can be imported for sale for human consumption without an approved veterinary certificate. There are also regulations as to the handling and transport of whalemeat. There has been no whalemeat or whalemeat product imported through the Port during the year.

Supervision was exercised over state of cleanliness of railway trucks used for carrying foodstuffs, also holds of vessels, quays, sheds, etc.

Working hours on Parkeston Quay are from 5.30 a.m. to 10.30 p.m. During busy periods, foodstuffs of some description are generally being discharged during these hours, so it is necessary for an Inspector to be in attendance.

PUBLIC HEALTH (IMPORTED FOOD REGULATIONS), 1937

Seizures under these Regulations during the year numbered 1,182 weighing 20,060 lbs. In addition, 176 lbs. of Ships Stores and 1,130 lbs. of N.A.A.F.I. Stores were certified as unfit for human consumption.

A summary of Seizures is shown in Appendix III.

Condemned food of any salvage value was disposed of for that purpose.

Every effort was made to avoid unnecessary waste or loss of food, and advice and assistance given to Shipping Companies and Departments concerned to this effect.

PUBLIC HEALTH (PRESERVATIVES IN FOOD) REGULATIONS 1925—1940

These Regulations prohibit the importation of articles of food containing preservatives, with the exception of certain articles of food which may contain preservatives of the nature and proportion specified.

Three samples were taken under these Regulations during the year, and forwarded for analysis. These samples were all reported as containing Nil Preservatives.

A Summary of samples taken and results obtained is shown in Appendix IV (A).

SHELL-FISH

There are no shell-fish layings within the jurisdiction of the Port Health Authority.

No action was taken under the Public Health (Shell-fish) Regulations, 1934 or the Public Health (Cleansing of Shell-fish) Act, 1932.

Considerable quantities of Dutch Oysters and Danish Mussels are imported through the Port, and weekly samples of these have been taken since the Shell-fish season commenced in October, and forwarded for bacteriological examination. From 8 Samples of Dutch Oysters, 4 were reported as 100% Clean. In the other 4 samples, *B. coli*, Type I, Faecal, were isolated in from 10% to 40% of the oysters. From 8 samples of Danish Mussels, 2 were reported as 100% Clean. In the remaining 6 samples, *B. coli*, Type I, Faecal, were isolated in from 30% to 70% of the Mussels. Tests for organisms of the *Salmonella* Group proved Negative in all samples. The complete reports are shown in Appendix IV (B).

These reports, especially on the Danish Mussels were regarded as very unsatisfactory. There is no Bacteriological Standard laid down for imported shell-fish. A certificate is issued by a Dutch Government Department with each consignment of oysters, certifying that the layings from which the oysters are gathered are free from risk of contamination, but there is no such certificate with Danish Mussels. A report on the results of these bacteriological examinations was forwarded to the Ministry of Health in November, 1949, but that Ministry did not seem to be very concerned about the matter, and stated "The bacteriological examination of samples is secondary to topographical inquiry, and though helpful, may sometimes be misleading". It is not possible to carry out satisfactory topographical inquiry with regard to imported shell-fish, and as bacteriological examination is the only test which can be carried out, it is considered that a Bacteriological Standard should be laid down by the Ministry. It is intended to continue with these weekly samples until the end of the current shell-fish season, and to put the complete results before the Ministry through the Port Medical Officer. A report on this matter was also sent to the Fishmongers' Company London.

PUBLIC HEALTH (IMPORTED MILK) REGULATIONS, 1926

No milk was imported during the year under these Regulations.

GENERAL

Mr. A. H. Marshall was appointed Assistant Port Health and Food Inspector and commenced duties in June, 1949, a proviso being made by the Local Committee and approved by the Ministry of Health, that he should take a six months course of studies, and obtain the Meat and Food Inspectors' Certificate of the Royal Sanitary Institute. He commenced studies in September, 1949 and hopes to sit for his examination in May, 1950. Up to the present he has carried out his duties in a very satisfactory manner.

I again take the opportunity to express my appreciation of the continued loyal support of Mr. Peacock, particularly during the first 6 months of 1949.

During the year our relations with the officials of H.M. Customs, British Railways, United Shipping Coy., Zeeland Shipping Coy., B.A.O.R., and Ministry of Transport have been very satisfactory.

I would like to express my appreciation and thanks to the Joint Board for giving me the opportunity to attend the conference of the Sanitary Inspectors' Association held at Eastbourne in September, 1949, as a delegate of the Port Health Authority, which gave me the opportunity, apart from official discussions, of being able to meet Inspectors from other Ports, and to discuss methods of administration, and problems which arise.

Dr. Hetherington, the Port Medical Officer, has been kept informed of anything of interest.

I am, Gentlemen,

Your obedient servant,

E. K. LOMAS,
*Chief Port Health and Food Inspector,
Harwich Port Health Authority.*

TABLE A AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR

	Number	Tonnage	Number Inspected		Number reported to be defective	Number of vessels on which defects were remedied	Number of vessels on which defects were found and reported to Ministry of Transport Surveyor	Number of vessels reported as having or having had during the voyage infectious Disease on Board
			By the Medical Officer of Health	By the Sanitary Inspector				
Foreign :								
Steamers ..	793	1037049	56	129	32	32	—	—
Motors ..	645	1299748	36	70	7	7	—	—
Sailing ..	—	—	—	—	—	—	—	—
Fishing ..	—	—	—	—	—	—	—	—
Total Foreign ..	1438	2366797	92	199	39	39	—	—
Coastwise :								
Steamers ..	33	24835	—	20	3	2	—	—
Motors ..	132	11545	—	31	1	1	—	—
Sailing ..	107	6989	—	26	—	—	—	—
Fishing ..	—	—	—	—	—	—	—	—
Total Coastwise ..	272	43369	—	77	4	3	—	—
Total Foreign and Coastwise ..	1710	2380166	92	276	43	42	—	—

The above figures do not include Ministry of Transport Traffic (B.A.O.R. Troopships). 375 Troopships, Tonnage 768778 arrived at the Port from Hook of Holland during the year.

The total number of vessels entering the Port was 2,085.

TABLE B PASSENGER TRAFFIC DURING THE YEAR 1949

Number of Passengers :	Inwards	..	..	..	..	240,336
	Outwards	..	..	..	..	221,331

TABLE B.1 MEDICAL INSPECTION OF ALIENS

Annual Return by the Medical Inspector of Aliens for the Year ending 31st December, 1949.

	Total	Number Inspected by the Medical Inspector	Number subjected to detailed examination by the Medical Inspector	Certified Issued			Suffering from acute infectious disease.	Landing necessary for adequate examination	Transmi-grants
				Lunatic, idiot, or M.D.	Undesir-able for medical reasons	Physi-cally incapacitated			
(a) Total number of Aliens landing at the Port	105,090	95,152	8,030	3	—	—	—	—	—
(b) Aliens refused per-mission to land by Immigration Officer	178	—	—	—	—	—	—	—	—
(c) Transmigrants	—	—	—	—	—	—	—	—	—
Total Aliens arriving at the Port	105,268								

Total number of vessels carrying Alien passengers 1,301 (including B.A.O.R., etc.)

TABLE C
CASES OF INFECTIOUS SICKNESS LANDED FROM VESSELS

Disease	Number of Cases during the year.		Number of vessels concerned	Average number of cases for previous five years.
	Passengers	Crew		
—	—	—	—	—

TABLE D
**CASES OF INFECTIOUS SICKNESS OCCURRING ON VESSELS
DURING THE VOYAGE BUT DISPOSED OF PRIOR TO ARRIVAL**

Disease	Number of Cases during the year.		Number of vessels concerned	Average number of cases for previous five years.
	Passengers	Crew		
—	—	—	—	—

TABLE E RATS DESTROYED DURING THE YEAR ON VESSELS

Number of Rats	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total for Year
Black	6	—	—	—	2	—	—	—	—	—	—	—	8
Brown	—	—	—	—	—	—	—	—	—	—	—	—	—
Species not recorded ..	—	—	—	—	—	—	—	—	—	—	—	—	—
Examined	—	—	—	—	—	—	—	—	—	—	—	—	—
Infected with Plague..	—	—	—	—	—	—	—	—	—	—	—	—	—

TABLE F RATS DESTROYED DURING THE YEAR IN DOCKS, QUAYS, WAREHOUSES, ETC.

Number of Rats.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total for Year.
Black	2	—	—	9	27	3	—	—	14	—	—	—	55
Brown	—	—	—	—	1	—	—	—	—	—	—	—	1
Species not recorded..	—	—	—	—	—	—	—	23	—	—	—	20	43
Examined	—	—	—	—	—	—	—	—	—	—	—	—	—
Infected with Plague..	—	—	—	—	—	—	—	—	—	—	—	—	—

TABLE J HYGIENE OF CREW'S SPACES. *Classification of Nuisances.*

Nationality of Vessel.	Number Inspected during year.	Defects of original construction.	Structural defects through wear and tear.	Dirt, Vermin and other conditions prejudicial to health
British.. .. .	214	1	18	33
Other Nations	62	—	—	—

TABLE H
DERATISATION CERTIFICATES AND DERATISATION EXEMPTION CERTIFICATES ISSUED DURING THE YEAR

Net Tonnage. 1	No. of Ships. 2	No. of Deratisation Certificates Issued.					No. of Derat- isation Exemp- tion Certificates Issued. 8	Total Certifi- cates Issued. 9
		After fumigation with			After Trapping Poisoning, etc. 6	Total 7		
		HCN. 3	Sulphur 4	HCN and Sulphur. 5				
Ships up to 300 Tons	2	—	—	—	—	—	2	2
" from 301 tons to 1,000 tons	4	—	—	—	—	—	4	4
" " 1,001 " " 3,000 "	12	—	—	—	—	—	12	12
" " 3,001 " " 10,000 "	—	—	—	—	—	—	—	—
" over 10,000 tons	—	—	—	—	—	—	—	—
TOTALS	18	—	—	—	—	—	18	18

APPENDIX I

DETAILS OF NUISANCES AND DEFECTS DEALT WITH
ON VESSELS

Nature of Nuisances or Defects.	No. of Vessels concerned.
Dirty Quarters	2
Verminous Quarters	10
Verminous Galleys or Pantries	15
Defective sink in Pantry	1
Defective wash-up Bench in Galley	1
Defective Preparation Bench in Galley	1
Defective W.C.'s	2
Foul or Choked W.C.'s	9
Dirty Wash Places	1
Defective Cooking Apparatus	1
Crews' Quarters require painting	2
Galleys require painting	2
Blocked Scuppers	1
Condensation in Quarters	2
Defective Heating	2
Defective Floor Drainage	1
Broken or Defective Ports	2
Dirty Food Storage	2

APPENDIX II

SUMMARY OF FOODSTUFFS IMPORTED DURING THE
YEARS 1948 AND 1949

	1948		1949
Fruit	3,173,015 Pkgs.		3,517 446 Pkgs.
Vegetables	1,942,273 Pkgs.		1,681,904 Pkgs.
Offals	14,377 Casks		22,265 Casks
Sausages	520 Cases		1,506 Cases
Fish	451,741 Cases		424,437 Cases
Eggs	191,163 Cases		279,174 Cases
Butter	31,031 Casks		80,354 Casks
Condensed Milk	7,260 Cases		28,660 Cases
Bacon	98,788 Sides		109,137 Sides
Biscuits	69,702 Tins		494,408 Tins
Poultry	148,184 Cases		131,781 Cases
Cheese	19,128 Cases		7,430 Cases
Chocolate	1,334 Cases		4,789 Cases
Synthetic Cream	1,728 Churns		4,359 Churns
Custard Powder	9,054 Cases		10,380 Cases
Bakery Fat	10,683 Ctns.		4,051 Ctns.
Yeast	1,000 Bkts.		1,500 Bkts.
Fruit Juice	182 Casks		130 Casks
Beaver Meat	275 Cases		334 Cases
Salad Oil	712 Casks		—
Salad Cream	—		3,626 Cases
Milk Powder	32 Cases		6,724 Cases
Provisions	1,073 Cases		178 Cases
Barley	50 Sacks		184 Sacks
Miscellaneous	31,356 Cases	Tinned Meat	17,449 Cases
Preserves		Tinned Fish	7,215 Cases
		Tinned Fruit	512 Cases
		Preserved Fruit	257 Cases
		Pate de Foie Gras	188 Cases
		Caviare	46 Cases
Confectionery	—		14,471 Cases
Chopped Pork	—		383 Cases
Pastry Mix	—		1,390 Ctns.
Flavourings	—		110 Cases
Ginger Bread	—		830 Ctns.
Fruit Pulp	—		20 Casks
Hams	—		4 Pkgs.
Hares	4,095 Cases		—
Gelatine	117 Sacks		—
Wheat	58 Sacks		—
Black Puddings	10 Cases		—
Edible Oil	5,331 Casks		—

APPENDIX III

SEIZURES UNDER THE PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937

						<i>Cwts.</i>	<i>Qtrs.</i>	<i>Lbs.</i>
Offals:								
Pigs Maws	..	..	..	3	Casks	55	1	18
Cap Ends	..	..	..	2	Casks			
Chitterlings	..	..	..	2	Casks			
Pigs' Feet	..	..	..	21	Casks			
Fruit:								
Bilberries	..	..	..	503	Chips	68	0	23
Melons	..	..	..	62	Melons			
Grapes	..	..	..	21	Boxes			
Pears	..	..	..	3	Boxes			
Peaches	..	..	..	237	Boxes			
Cherries	..	..	..	32	Boxes			
Strawberries	..	..	..	28	Trays			
Plums	..	..	..	19	Boxes			
Vegetables :								
Cucumbers	..	..	..	9	Boxes	4	0	4
Onions	..	..	..	1	Bag			
Lettuce	..	..	..	1	Crate			
Tomatoes	..	..	..	4	Trays			
Eggs	..	..	..	7,708	Eggs	8	3	12
Salami Sausage	..	..	..	31	Cases	35	2	25
Beaver Meat	..	..	..	5	Cases	5	0	0
Biscuits	..	..	..	23	Tins	1	1	11
Herrings in Brine	..	..	..	2	Kegs		1	12
Tinned Pork	..	..	..	2	Tins			4
Game	..	..	..	8	Pheasants			15

SHIPS STORES CERTIFIED AS UNFIT FOR HUMAN CONSUMPTION

						<i>Cwts.</i>	<i>Qtrs.</i>	<i>Lbs.</i>
Bacon		2	10
Cod Fillets		3	0
Grape Fruit		1	20
Rhubarb			4
Butter			2

N.A.A.F.I. STORES CERTIFIED AS UNFIT FOR HUMAN CONSUMPTION

						<i>Cwts.</i>	<i>Qtrs.</i>	<i>Lbs.</i>
Apples	..	..	..	..	..	6	0	5
Peaches	..	..	..	..	..		1	24
Pomegranates	..	..	..	..	..			7
Plums	..	..	..	..	..			25
Pears	..	..	..	..	..		3	26
Grapes	..	..	..	..	..			3
Sandwiches, Meat (483)	..	..	..	..	..		2	5
Shredded Wheat	..	..	..	..	..			8
Tinned Milk	..	..	..	..	..			11

APPENDIX IV

REPORTS ON FOODSTUFFS FORWARDED FOR :—

(A) CHEMICAL EXAMINATION

During the period 12th May — 30th December, 1949

Nature	Country of origin	Results.	Remarks.
Salad Cream	Denmark	Nil Preservatives	
Fruit Syrup	Holland	Nil Preservatives	
Morello Cherries in Syrup	Holland	Nil Preservatives Nil Prohibited Colouring	
Pears	Italy	Arsenic 1.3 p.p.m. Lead 2.3 p.p.m. Copper 1.5 p.p.m.	Average arsenical and metallic contamination of these Pears is on border line and fruit may be regarded as just being passable.
2 worst Pears in above Sample		Arsenic 1.6 p.p.m. Lead 7.6 p.p.m. Copper 4.8 p.p.m.	
Pears	Italy	Arsenic 1.4 p.p.m. Lead 2.0 p.p.m. Copper 1.2 p.p.m.	
2 worst Pears in above Sample		Arsenic 1.8 p.p.m. Lead 5.0 p.p.m. Copper 2.5 p.p.m.	Whole consignments should be washed before being marketed.
Pears	Holland	Arsenic 1.3 p.p.m. Lead 3.3 p.p.m. Copper 0.3 p.p.m.	Results of Analysis show Pears have been sprayed with lead arsenate. They should be washed before being marketed.

(B) BACTERIOLOGICAL EXAMINATION

Weekly from 11th October to the 31st December, 1949

Nature	Country of origin.	Result.
Oysters	Holland	82% Clean on tests for B. coli of faecal type. B. coli Type I, (Faecal), isolated from 18%.
Oysters	Holland	100% Clean on tests for B. coli of faecal type.
Oysters	Holland	90% Clean on tests for B. coli of faecal type. B. coli Type I (Faecal) isolated from 10%.
Oysters	Holland	100% Clean in tests for B. coli of faecal type.
Oysters	Holland	80% Clean on tests for B. coli of faecal type. B. coli Type I (Faecal) isolated from 20%.
Oysters	Holland	60% Clean on tests for B. coli of faecal type. B. coli Type I (Faecal) isolated from 40%. Salmonella not isolated.
Oysters	Holland	100% Clean for B. coli of faecal type. Salmonella not isolated.
Oysters	Holland	100% Clean on tests for B. coli of faecal type. Salmonella not isolated.
Mussels	Denmark	100% Clean on tests for B. coli of faecal type.
Mussels	Denmark	100% Clean on tests for B. coli of faecal type.
Mussels	Denmark	60% Clean on tests for B. coli of faecal type. B. coli Type I (Faecal) isolated from 40%.
Mussels	Denmark	70% Clean on tests for B. coli of faecal type. B. coli Type I (Faecal) isolated from 30%.
Mussels	Denmark	30% Clean on tests for B. coli of faecal type. B. coli Type I (Faecal) isolated from 70%.
Mussels	Denmark	10% Clean on tests for B. coli of faecal type. B. coli Type I (Faecal) isolated from 60%. Salmonella not found.
Mussels	Denmark	70% Clean on tests for B. coli of faecal type. B. coli Type I (Faecal) isolated from 30%. Salmonella not isolated.
Mussels	Denmark	50% Clean on tests for B. coli of faecal type. B. coli Type I (Faecal) isolated from 40%. Salmonella not found.

